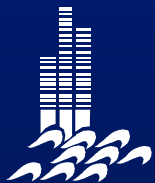
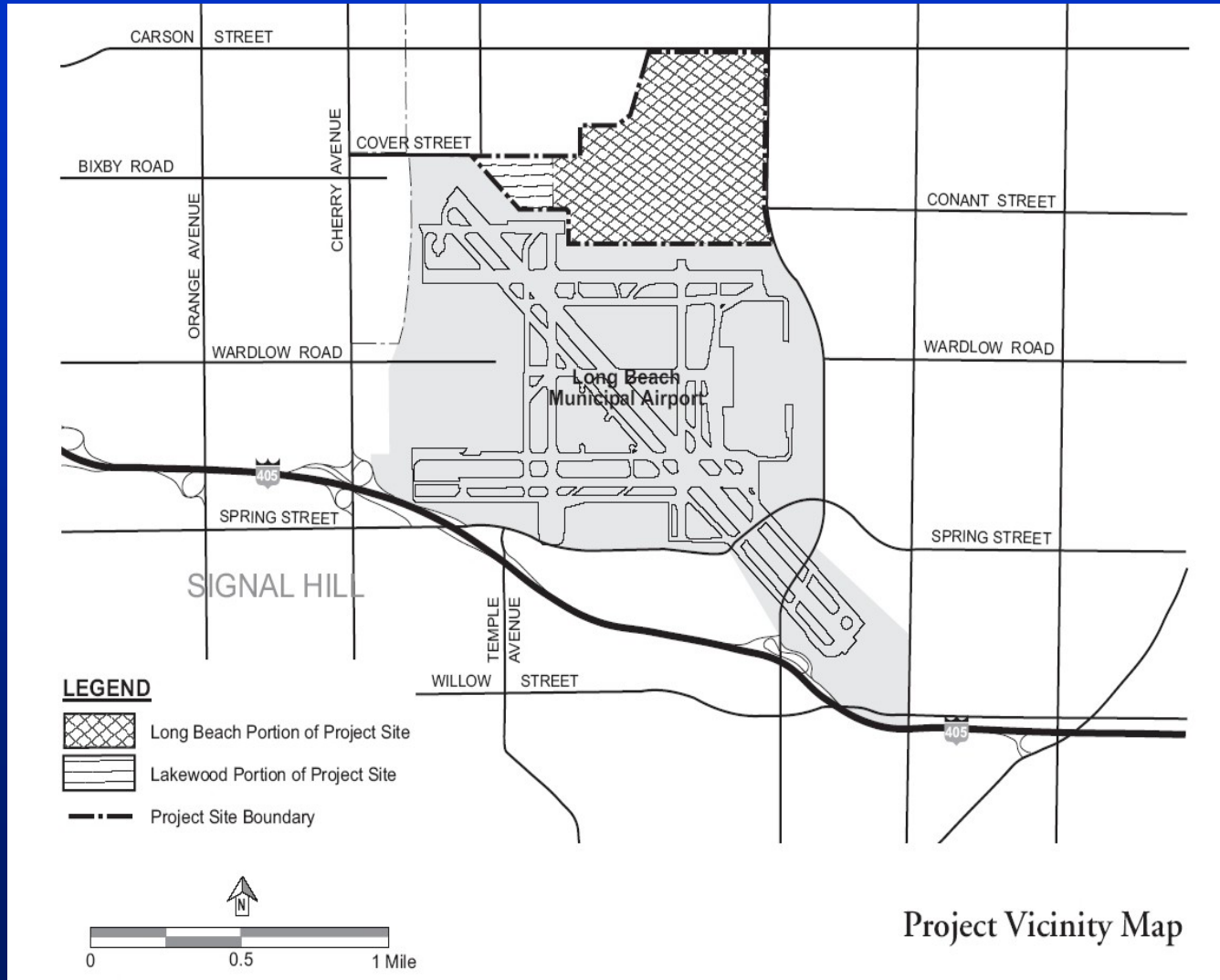


City Goals, Objectives and Guiding Principles for Development of Douglas Park Project



City of Long Beach
Planning Commission Study Session
August 19, 2004

Location Map



Guiding Principles

- Major employment center
 - Existing commercial market conditions impact development potential.
- Positive financial benefit to the City.
- Mitigate impacts to traffic, airport, open space, schools.

Goals and Objectives

- Development of commercial infrastructure regardless of market demand.
- Assuming some residential is acceptable, scope and scale of project and neighborhood amenities should reflect the best of Long Beach.
- Traffic/transportation issues: implement a system of improvements and other transit measures to reduce impacts.

Goals and Objectives, cont.

- Open space: majority of open space should be publicly owned and accessible.
- Affordable housing component.
- Design guidelines and new zoning to create consistency and quality in design.
- Airport compatibility and mitigation measures.

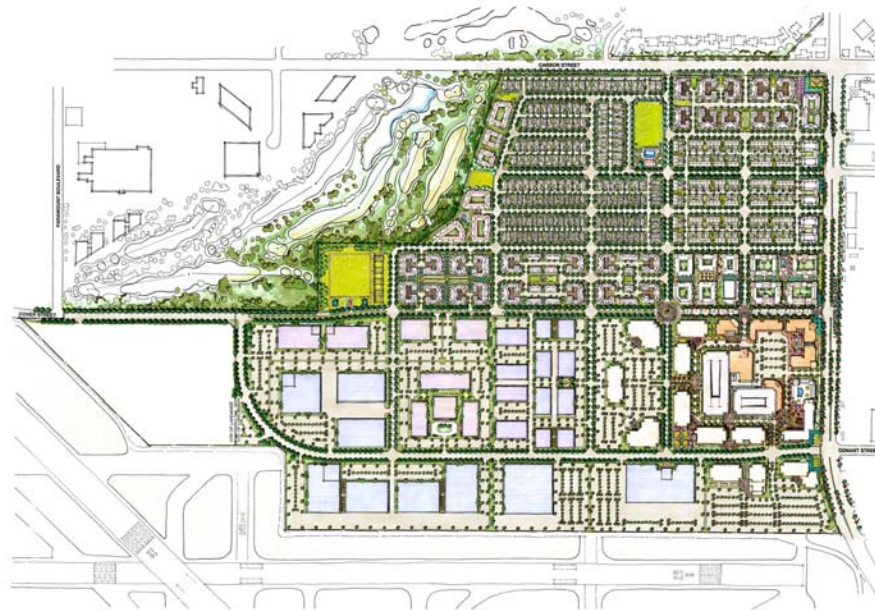
Summary of Proposed Development Agreement with Boeing

Current Land Use Proposal

- 1,400 residential units (decreased from original proposal of 3,800 units, then later proposal for 2,500 units).
- 3.3 million sf of commercial uses, including:
 - 200,000 sf retail
 - Up to 400 hotel rooms

Illustrative Site Plan

EXHIBIT C



Illustrative Site Plan



DOUGLAS PARK
LOCAL DESIGN

SCALE 1"=200'
May 26, 2004



JOHNSON FAIR
ARCHITECTURE PLANNING INTERIORS

Boeing Realty Corporation
BOEING

STANDARD PACIFIC HOMES
A Division of Standard Pacific



Residential Unit Count

- 1,400 residential units:
 - 190 single family detached
 - 177 row houses
 - 400 town homes
 - 249 condos
 - 384 apartment units (max. of 400 units allowed)
- 73% ownership units versus 27% rental (citywide average is 41% ownership/59% rental).
- Translates to population increase of approximately 2,900 residents.

Developer Obligations

Land Use Issues

- Proposed PD-32 will prohibit stand-alone warehouse or distribution functions
- Prohibits residential land uses outside of the 60 CNEEL noise contour as it currently exists

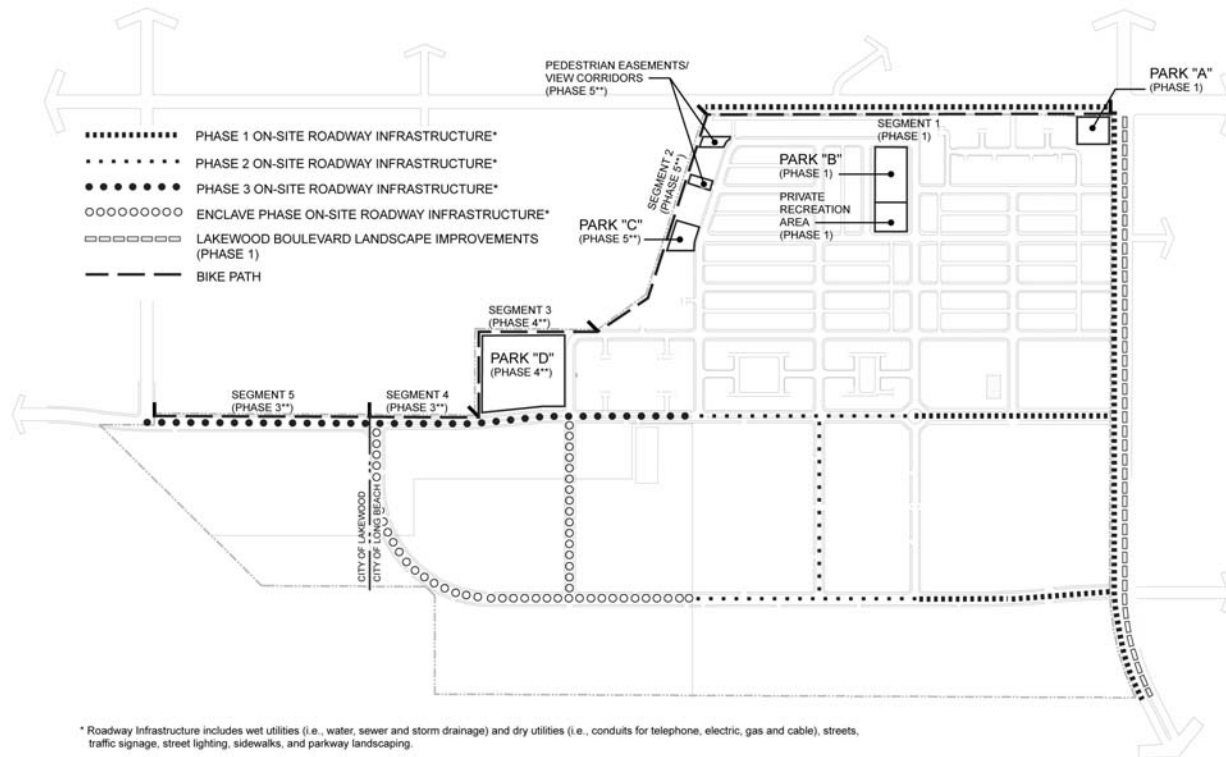
Development of Commercial Infrastructure

- Requires development of commercial infrastructure in advance of any market demand.
- Development of commercial infrastructure is linked with development of residential units.

Infrastructure Phasing Plan

EXHIBIT E-1

REQUIRED ON-SITE PROJECT INFRASTRUCTURE PHASING PLAN***



* Roadway Infrastructure includes wet utilities (i.e., water, sewer and storm drainage) and dry utilities (i.e., conduits for telephone, electric, gas and cable), streets, traffic signage, street lighting, sidewalks, and parkway landscaping.

** Improvements may be delayed due to ongoing remediation or other factors.

*** For Transportation Improvements, see Exhibit F-1.

Phasing of Project Infrastructure

- Phase I commercial infrastructure must be built, inspected and accepted by the City prior to the first residential C of O is issued.
- Phase I also includes Lakewood Boulevard landscape improvements, bike path segment #1, two parks (Parks A and B) and one private open space (adjacent to Park B).

Phasing of Project Infrastructure, cont.

- Phase II commercial infrastructure must be built, inspected and accepted by the City prior to either:
 - issuance of the 701st residential C of O, or
 - issuance of the C of O for more than 50% of all residential acreage.

Phasing of Project Infrastructure, cont.

- Phase III commercial infrastructure (completion of F Street) must be built, inspected and accepted by the City within three years of completion of Phase II.
- Phase III includes the bike path segments # 4 and #5.

Phasing of Project Infrastructure, cont.

- Phase IV project infrastructure must be built, inspected and accepted by the City prior to C of O for 701st residential unit or 50% of residential acreage (same trigger as completion of Phase II).
- Phase IV includes the large public park (Park D), and bike path segment # 3.
- If Park D can't be built in this timeframe due to ongoing remediation, Boeing will pay mitigation fee of \$7.15 million and will continue to remediate property for future open space.

Phasing of Commercial Infrastructure, cont.

- Phase V project infrastructure consists of Park C and bike path segment #2, triggered by residential construction adjacent to golf course.
- Phase VI commercial infrastructure consists of internal roads that would be built once the Enclave is vacated.

Public Improvements

- Complete landscape improvements in median and parkways along Lakewood Boulevard between Conant and Carson Streets.
- Maintain Lakewood Boulevard landscape improvements in perpetuity (same as their existing obligation on Lakewood Boulevard south of Conant).
- Construct and maintain all medians, parkways and street trees throughout the project site.

Parks and Open Space

- Dedicate and improve 9.3 acres of new public parkland, and 2.5 acres of pedestrian connections and bike paths.
- Dedicate and improve 1.2 acres of new private open space for residents.
- Boeing will maintain all park improvements in perpetuity.
- Value of public parks is \$11.7 million (\$1 mil./acre plus \$300,000/acre for improvements x 9 acres)

Off-Site Transportation Improvements

- Traffic improvements to 12 intersections, not all of which were required for mitigation purposes.
- Design and implement ATCS program (“smart signals”) on 8 major traffic arterials surrounding the project.
- Fund creation of program to address localized neighborhood impacts that may arise after project implementation (I.e. speed humps, additional signage, etc.), to be administered by City Traffic Engineer.

Affordable Housing Component

- \$3 million in-lieu affordable housing fee, payable in increments over time.
- First payment of \$250,000 is immediately due upon approval of the Development Agreement.
- Delivery of remaining payments is linked to the delivery of the infrastructure.
- Full payment is expected within 5 years.
- City can utilize payments for any affordable housing program, determined at its sole discretion.

School Mitigation

- BRC has negotiated direct agreement with LBUSD.
- BRC will pay \$3.35/sf for residential construction (current fee is \$2.14/sf)
- BRC will pay \$.36/sf for commercial construction (current fee is \$.34/sf)
- K-8 students will attend Richard Browning School (Redondo/Hill), and high school students will attend Lakewood High.
- LBUSD will use BRC funds to construct new school in the area of greatest need.

Avigation Issues

- BRC will grant an Avigation Easement to the benefit of the City. Will protect City from claims against any airport operations.
- City Attorney's office, and outside FAA counsel crafting easement language.
- All land owners and tenants will also sign an Acknowledgement Covenant, stating they are aware they are in proximity to the Airport.

City Obligations and Benefits

City Obligations

- Enter into a Development Agreement with a term of 20 years.
- Rezone 101 acres of land for residential, park and open space use.
- Rezone 137 acres for commercial use (hotel, retail, commercial, light industrial, R&D, etc.)
- Freeze park impact and sewer impact fees at current rates
- Waive traffic impact fees in exchange for off-site traffic improvements.

City Obligations, cont.

- Designate a “City Project Coordinator” who will be primarily responsible for coordinating all permits, etc. BRC will reimburse City for this expense.
- Conduct annual review of compliance with Development Agreement

Benefits to City

- Development of 137 acres of commercial uses
- Construction of project infrastructure
- Construction of transportation improvements beyond those required for site mitigation.
- Generation potential for 11,000+ permanent new jobs and up to 3,800 temporary construction jobs.
- 1,400 new residential units to support City's demand for new housing units.
- \$3 million in affordable housing funds
- At full build out, site will generate between \$1.9 and \$3.3 million in annual net revenues to the City.

Benefits to City, cont.

- 9 acres of new parkland (\$11.7 million value) and 2.5 acres of bike paths and pedestrian connections.
- Approx. \$3 million generated from park impact fees to be used citywide.
- New landscaping on Lakewood Boulevard, with no maintenance costs in perpetuity.
- No maintenance costs in perpetuity for public parks, street trees, medians within the project site.

Next Steps

- Planning Commission public hearing(s) (October 7th and October 21st) to consider:
 - Certification of EIR
 - Approval of General Plan amendments
 - Adoption of PD-32 zoning ordinance
 - Approval of Design Guidelines
 - Recommendation of Development Agreement to Council
 - Approval of Tentative Tract Map

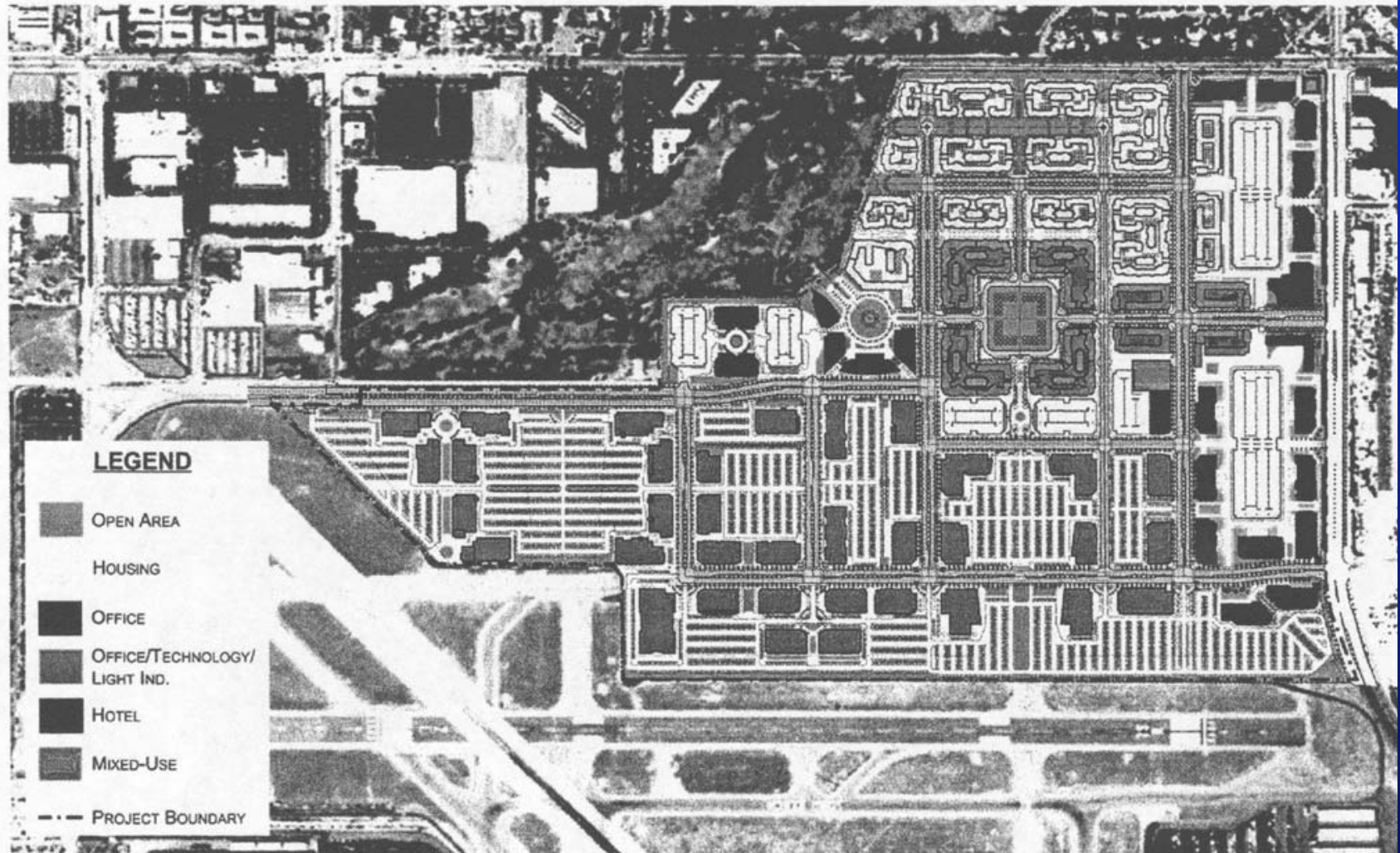
Next Steps, cont.

- City Council public hearing(s) (tent. November 9th) to consider:
 - Acceptance of EIR
 - Approval of General Plan amendments
 - Adoption of PD-32
 - Adoption of the Development Agreement.
 - Acceptance of Avigation Easement
 - Misc. other approvals

Douglas Park

Master Planning Principles

Previous Proposal



Goals and Principles

1. Respond to the site's context appropriately
2. Create an urban design framework based on Long Beach precedents
3. Balance current market demand with long term goals

Urban Design Framework

- Clearly defined pedestrian friendly grid pattern (not a gated, disconnected, cul-de-sac enclave)
- Streets designed for people as well as cars (small block sizes, continuous planted parkways throughout, alley access in residential zones)
- Open space network that provides community benefit (parks as focal points, large parks for community use and events)

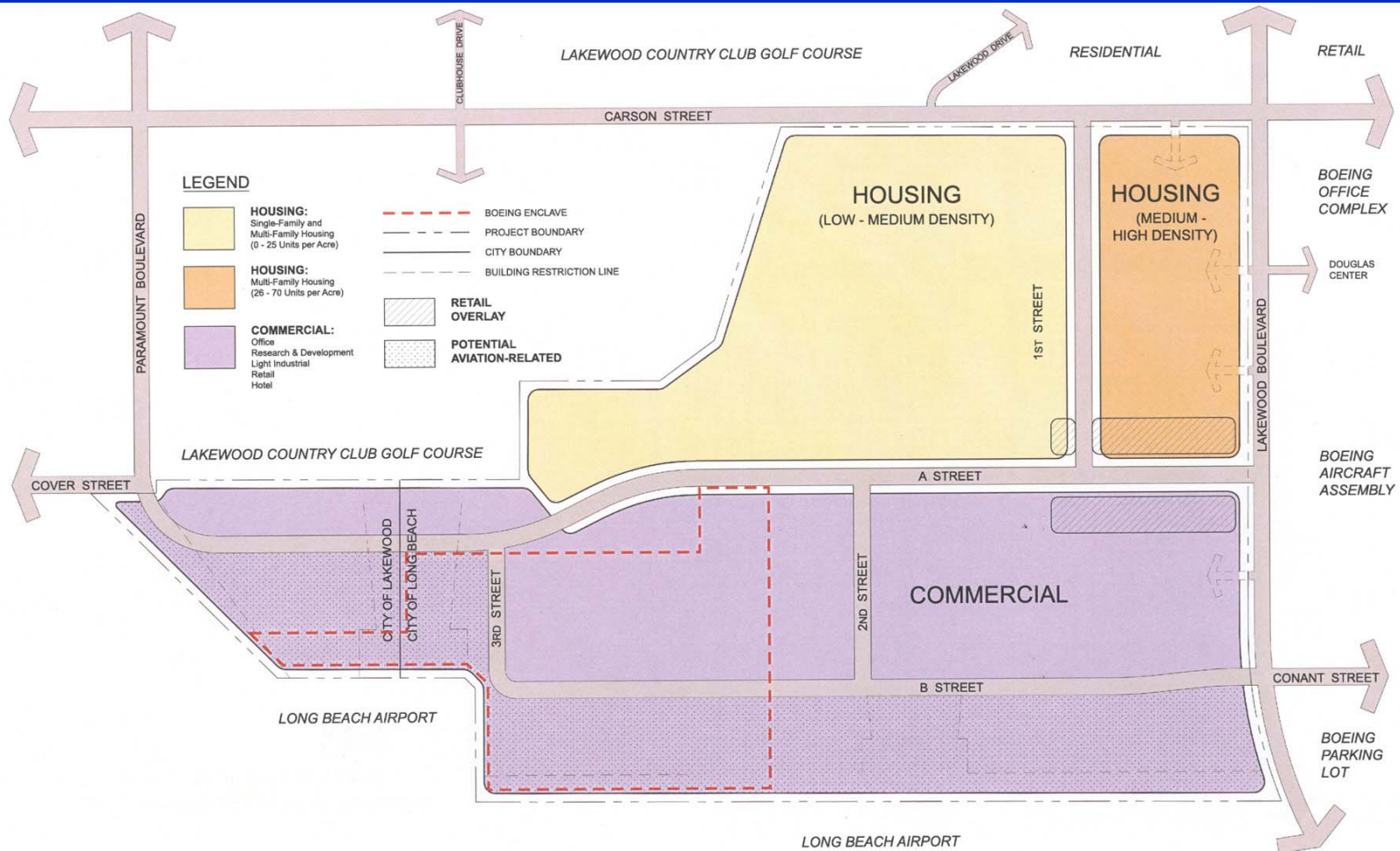
Balance Demands

- Leave majority of the site for commercial, job creating uses
- Residential components should be appropriate in scale to the predominantly suburban context of the site
- Residential should be used to create a desirable mixed-use district that encourages and accelerates desirable commercial development

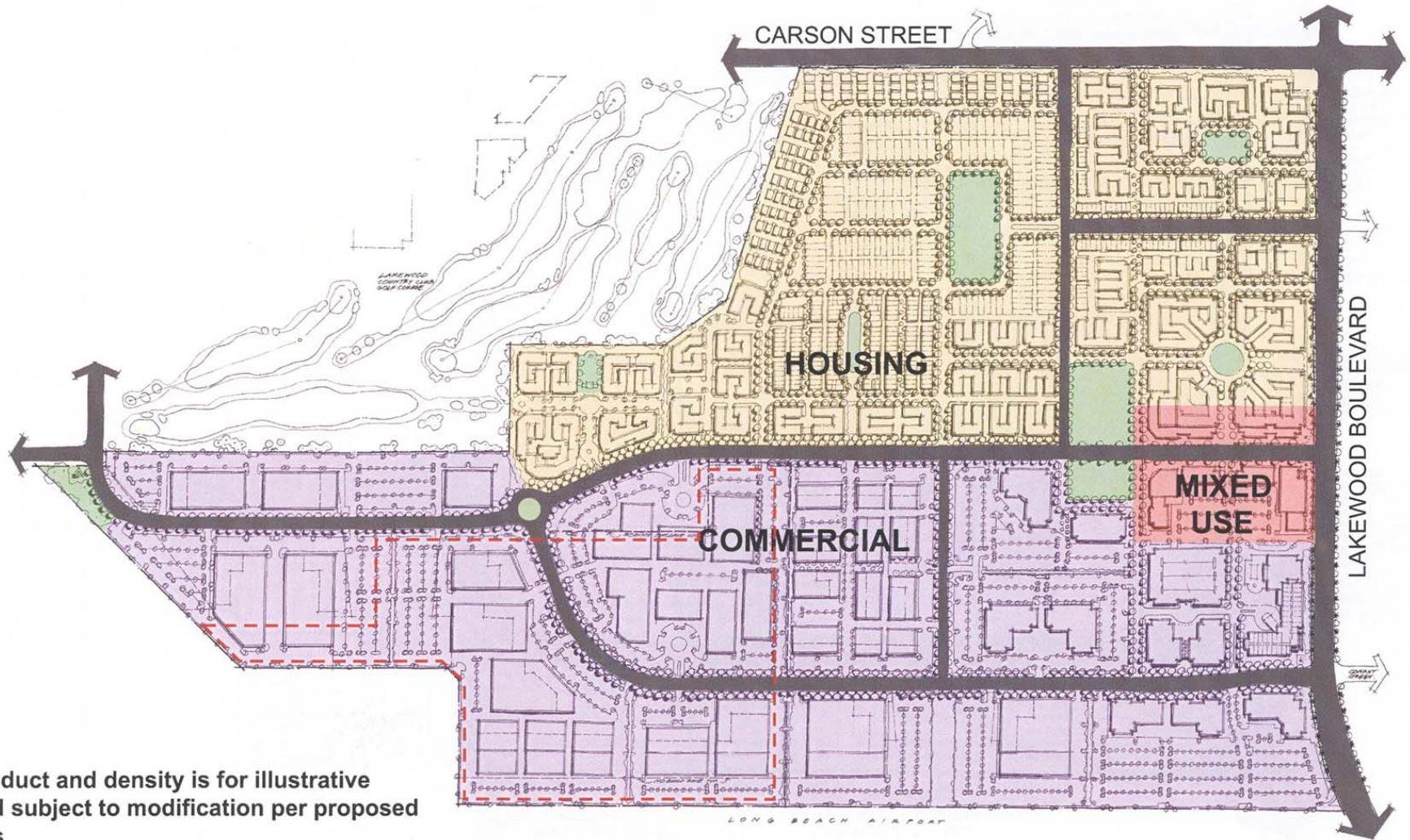
Respond to Site Context

- Arterial Streets
- Airport and airplane manufacturing facilities
- Golf Course
- Neighboring residential communities

Concept Diagram

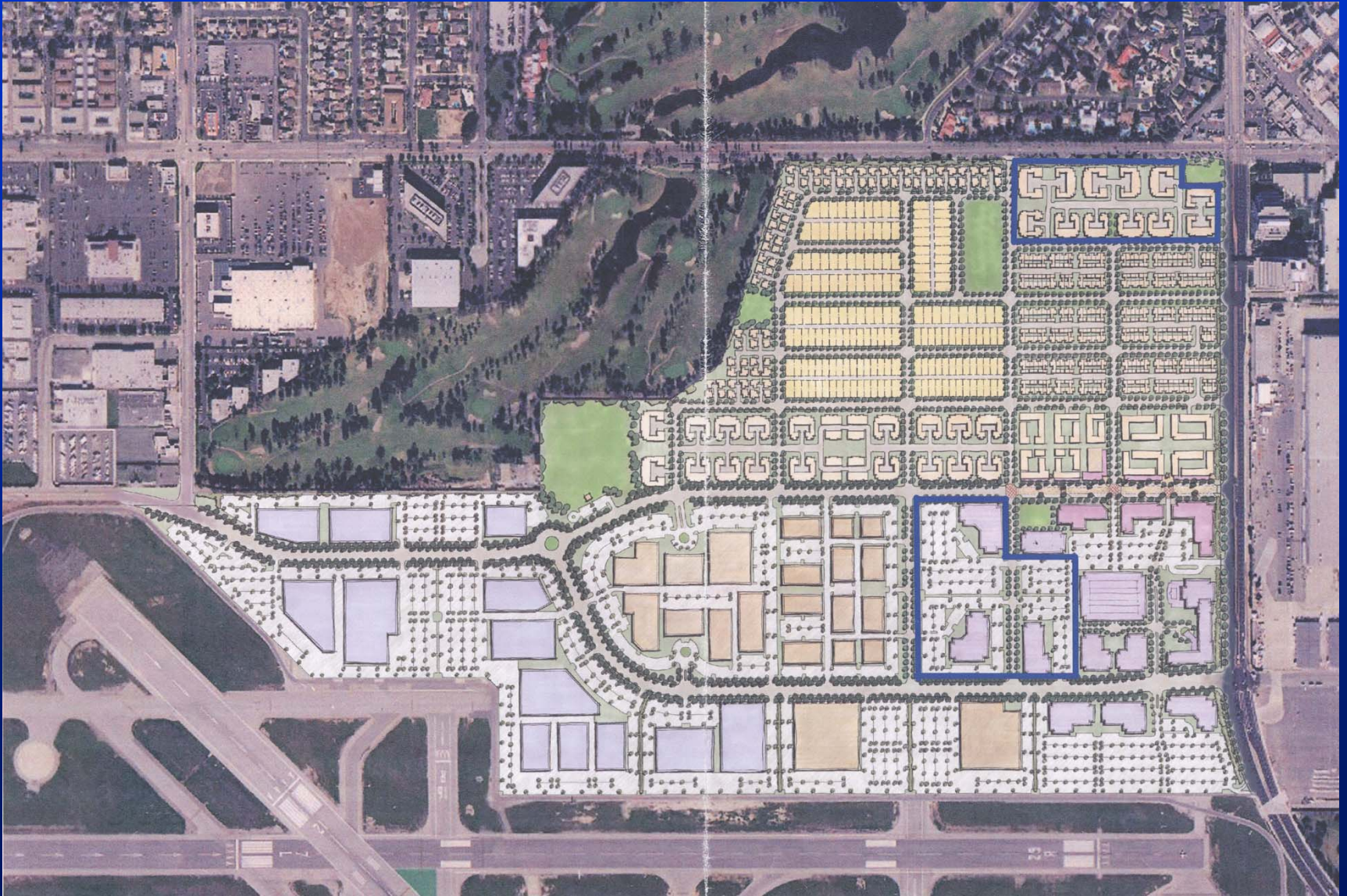


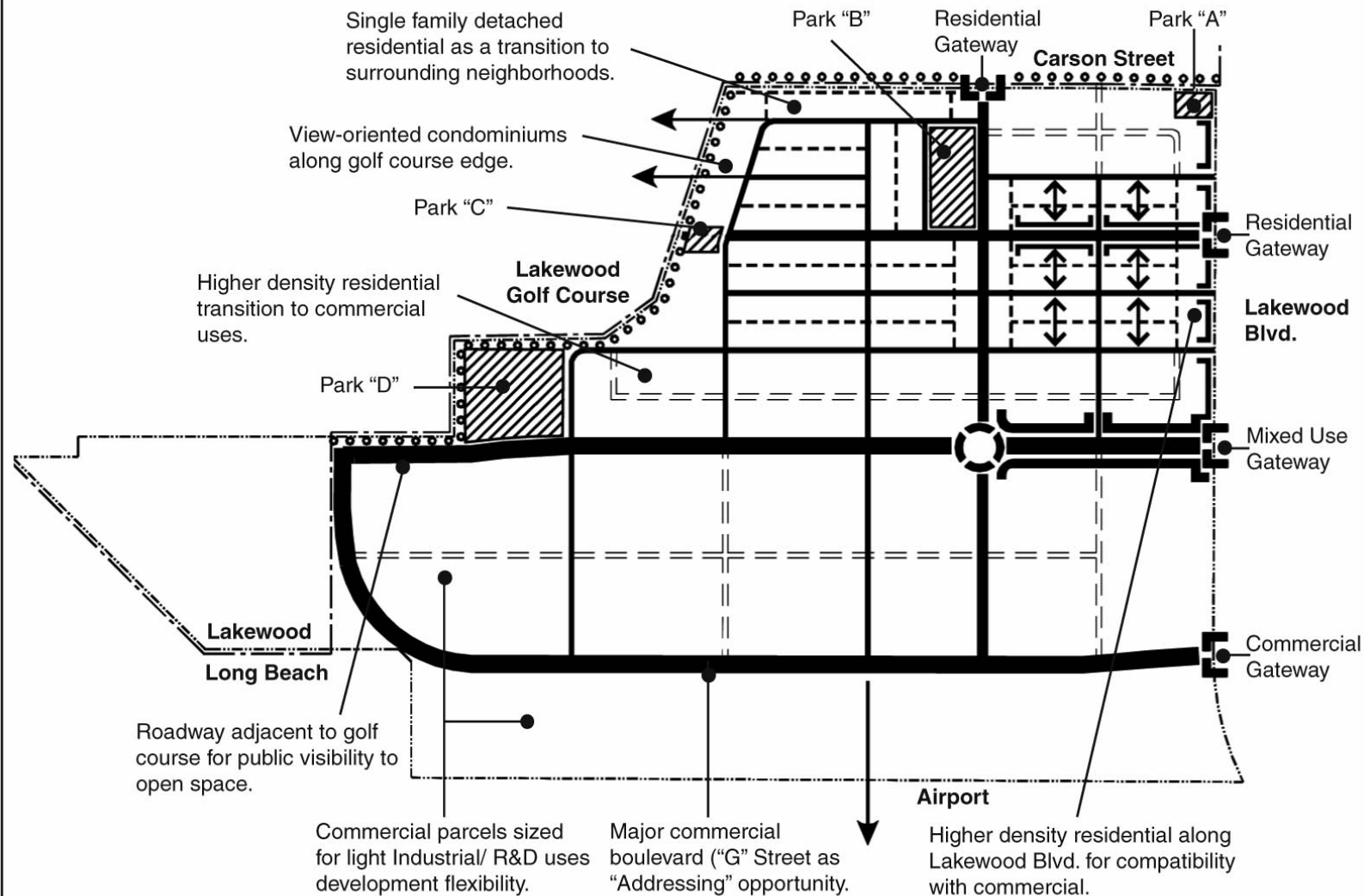
First Iteration



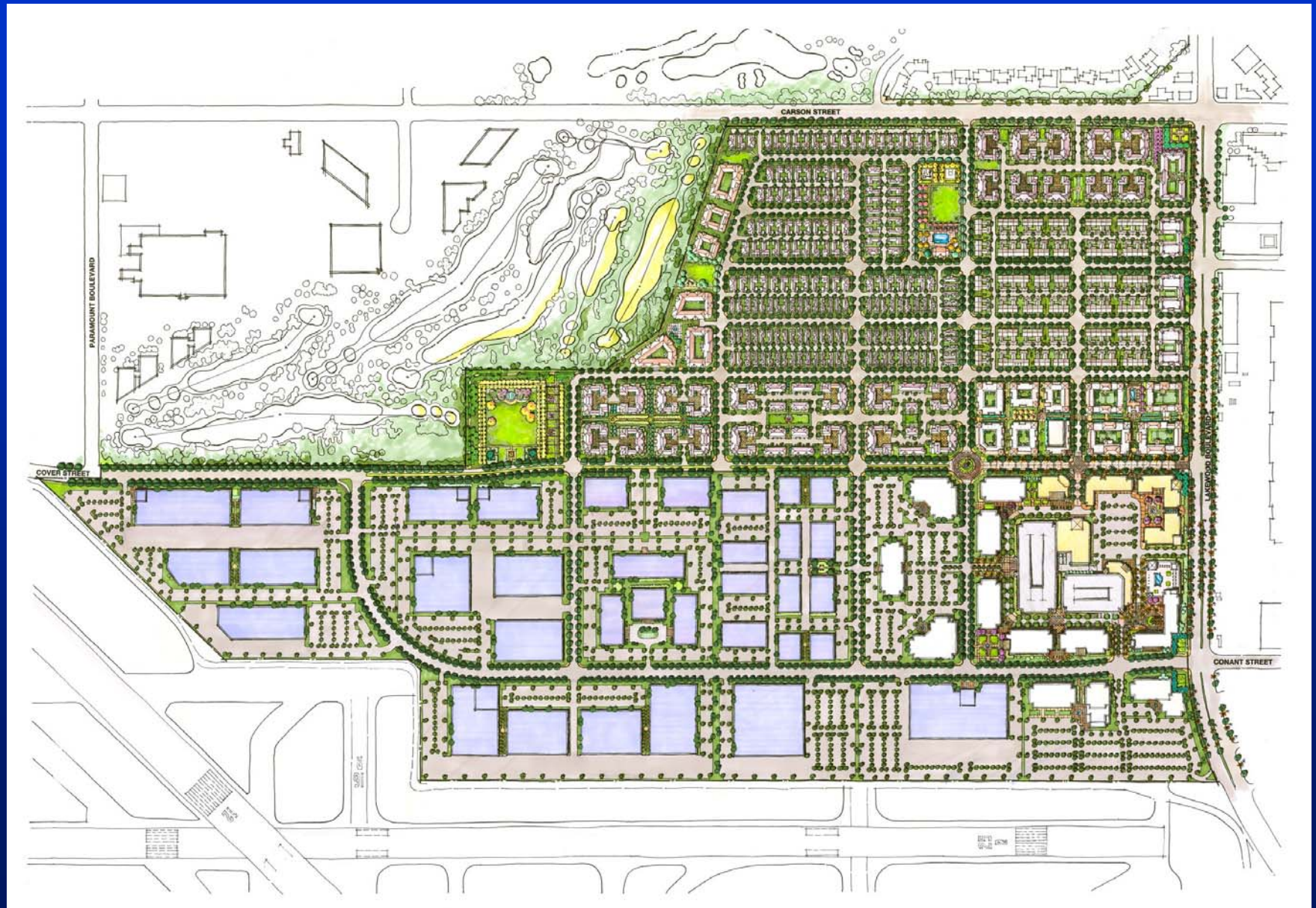
Product and density is for illustrative
and subject to modification per proposed
plans.

Second Iteration





Third Iteration



Aerial View



Standards and Design Guidelines



PD –32 Vs. Design Guidelines

PD-32 Provides...

- Development Standards including Setbacks, Parking, Height, Lot Size, etc..
- Land Use Regulations

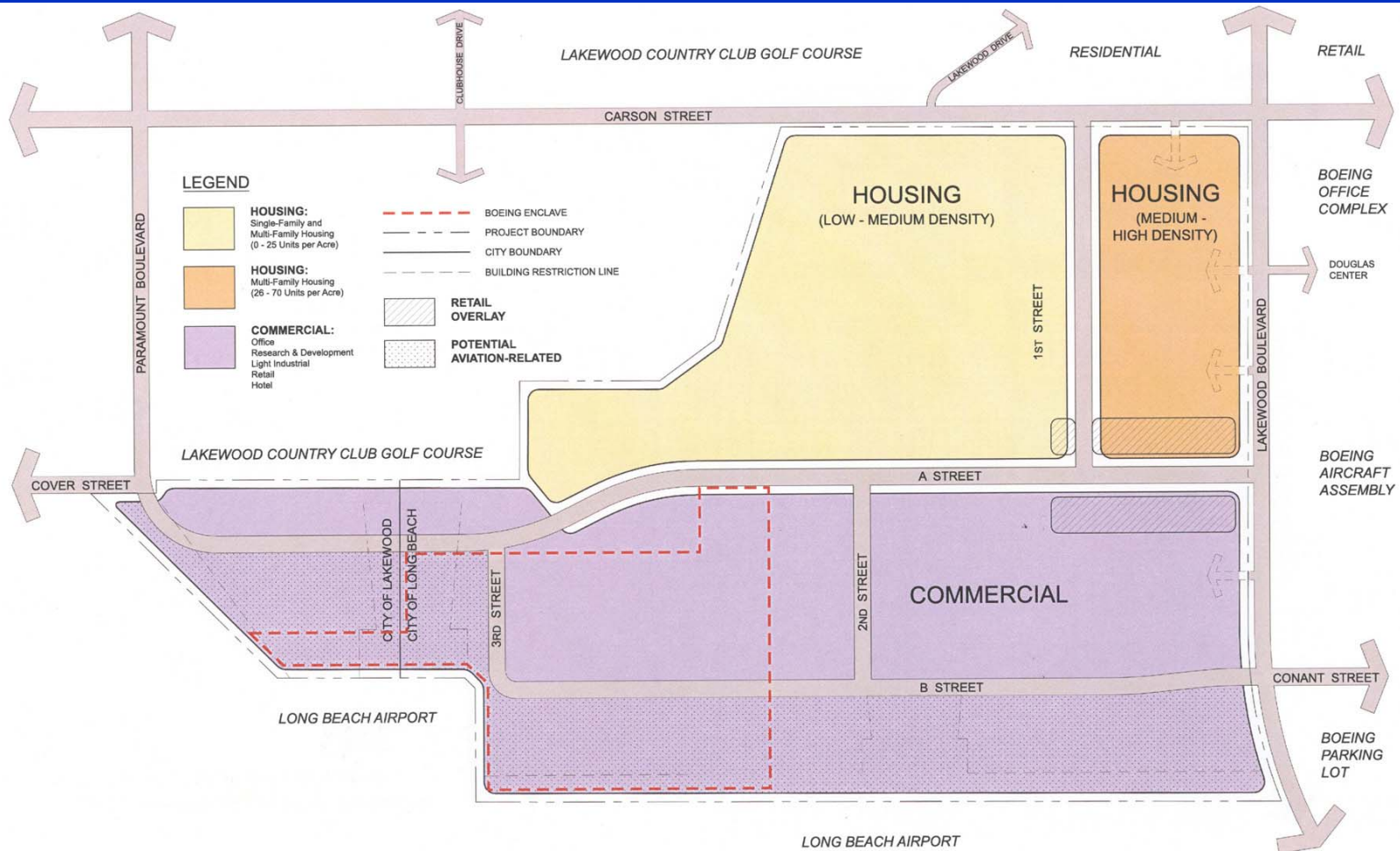
Design Guidelines Provide...

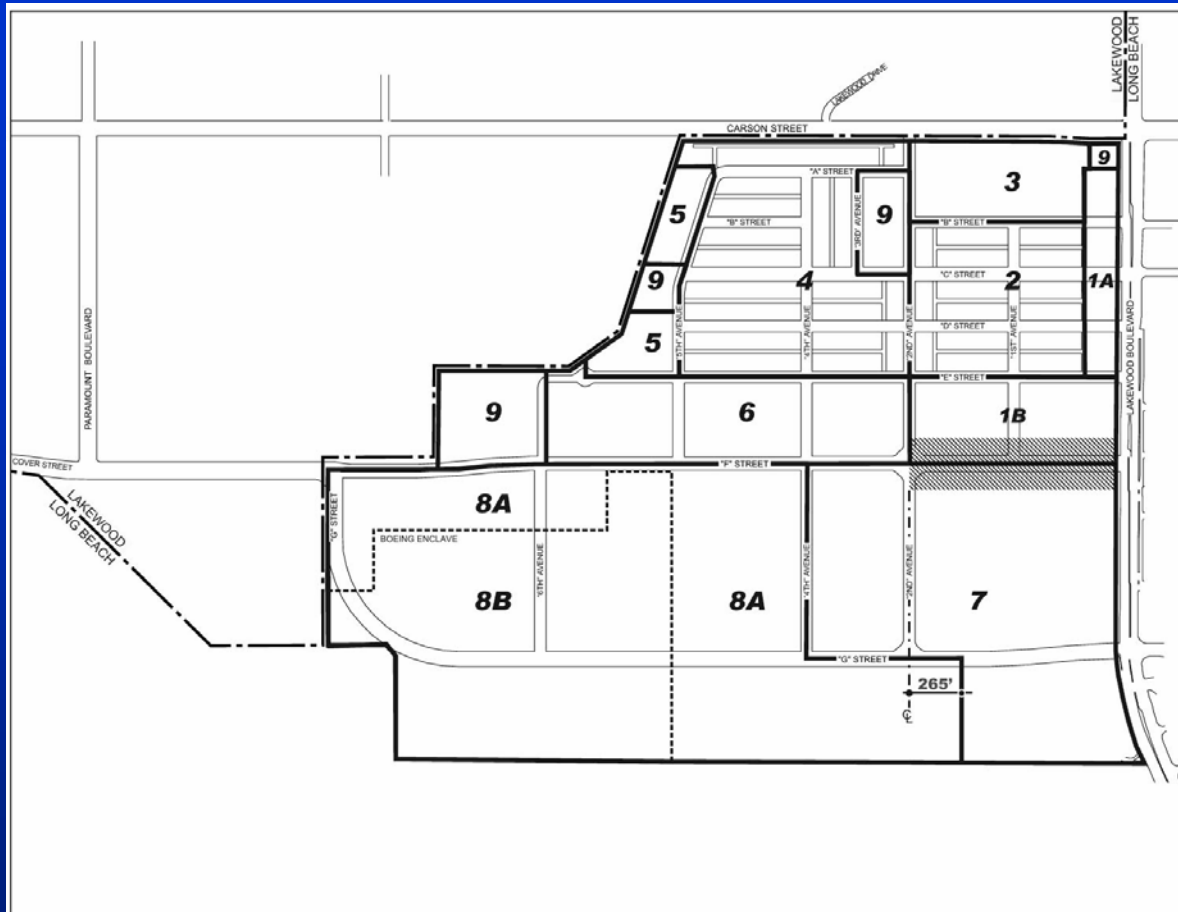
- Consistent Expectations for Development
- Design of Public Infrastructure
- Thoughtful Design of Buildings

Proposed PD-32 Zone

- Site is unique in size, situation, and development
- Establish framework for good urban design through street grid
- Based on L.B. Zoning Regulations
- Refined to maximize opportunity for good urban design

Concept Diagram





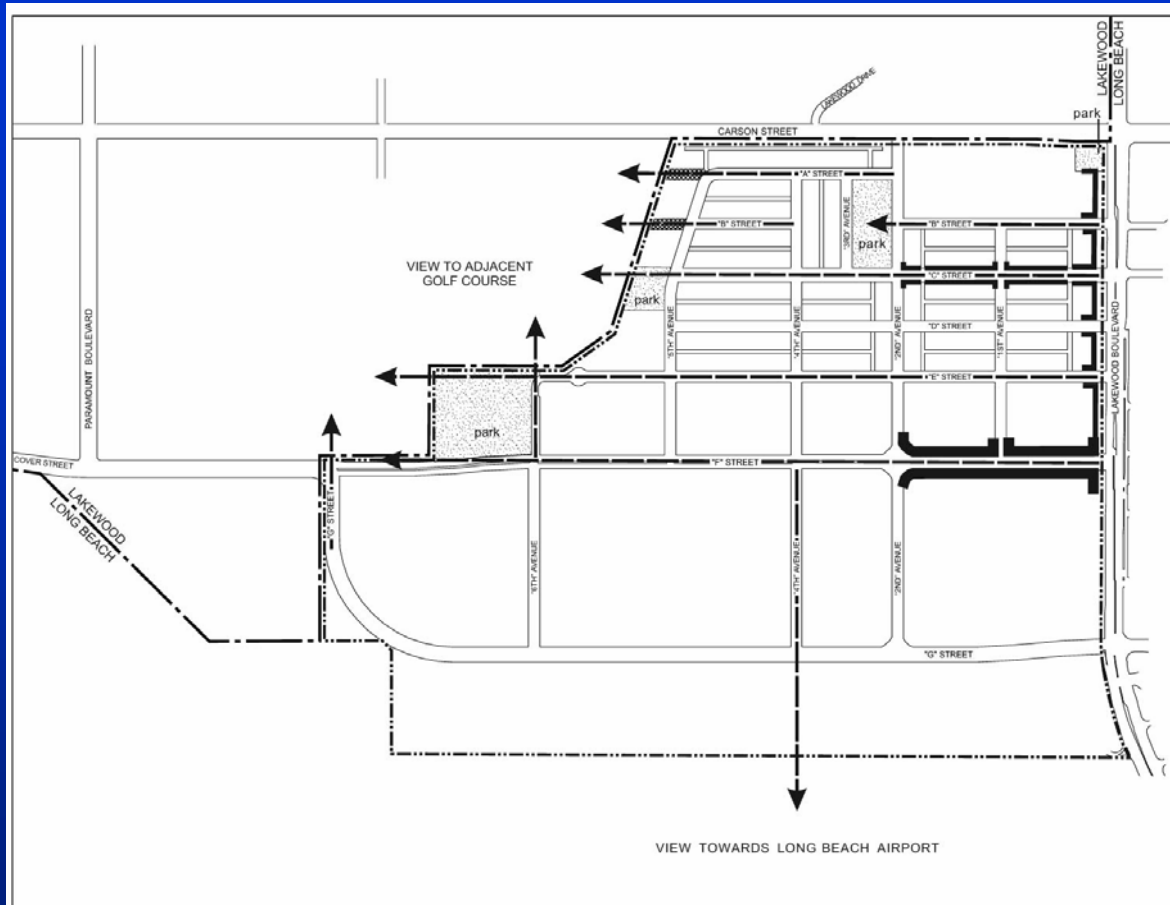
Mixed-Use Overlay Zone
(See special development standards for sub areas 1B & 7)



Boeing Enclave
(This sub area will allow aircraft-manufacturing uses to continue. Should current uses within this subarea be discontinued, the area will be developed with uses consistent with sub area 8A)

All Parks shall be in Sub Area 9
(See special development standards for additional landscaped buffers / landscaped setbacks within each sub area)

Note: The eastern boundary between sub areas 7 and 8A (south of "G" Street) shall be 265 feet east of the centerline of "2nd" Avenue.



View Corridors
(Alignments shown on map
are general in nature)



View Corridor Easements



Proposed Parks

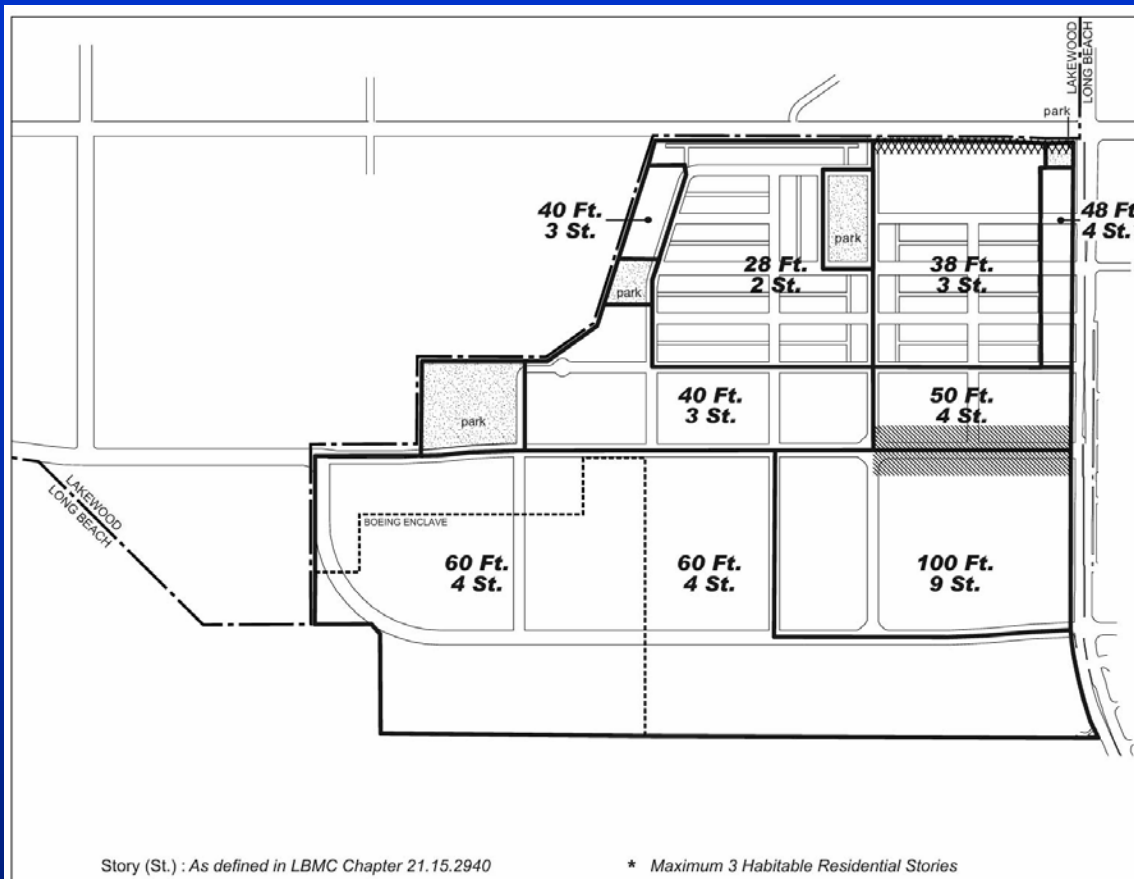


Primary Build-To Lines
(See special development standards for sub
areas 1B and 7 for additional information)



Secondary Build-To Lines
(See special development standards for sub
areas 1A, 1B and 2 for additional information)





Proposed Parks
(Maximum Bldg. Height = 30 Ft. with exceptions for band shells, overhead structures and sculptural elements)

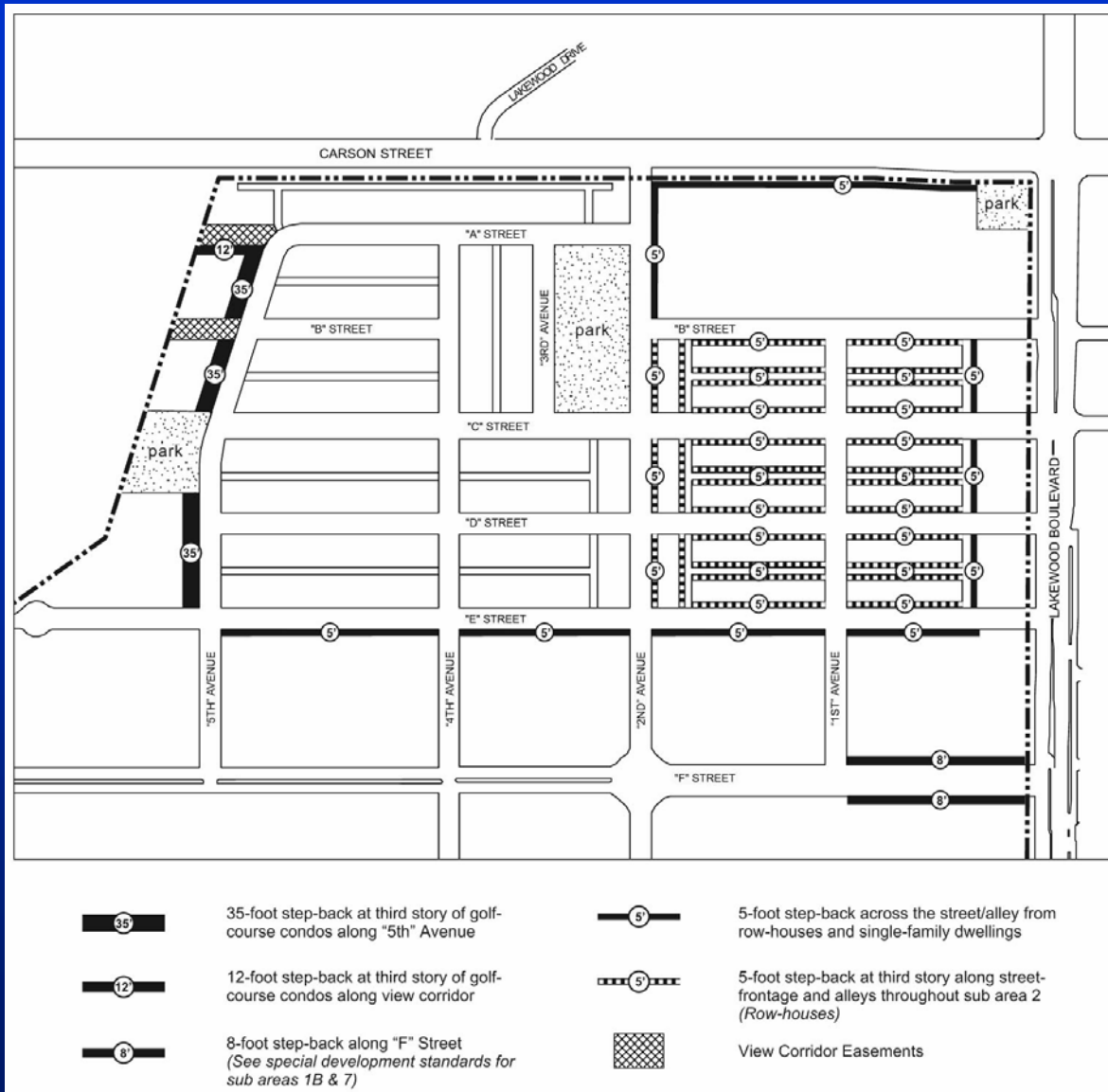


Mixed-Use Overlay Zone
(See special development standards for sub areas 1A & 7)

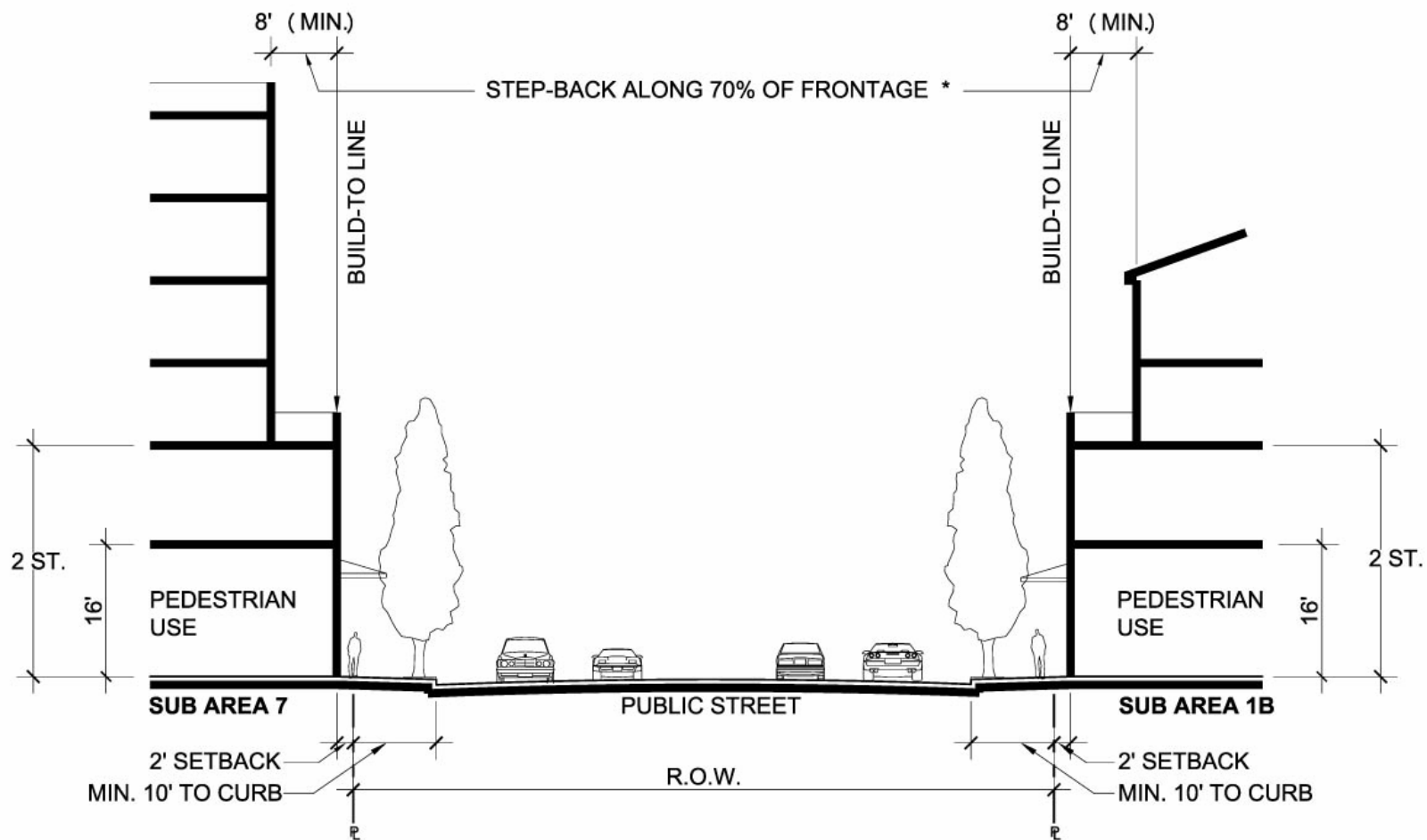
NOTE : The maximum height limits indicated on this map are further detailed in the special development standards. These heights shall be used in conjunction with Part 77 of the FAA Regulations Map dated 6-21-1982 (or as updated).



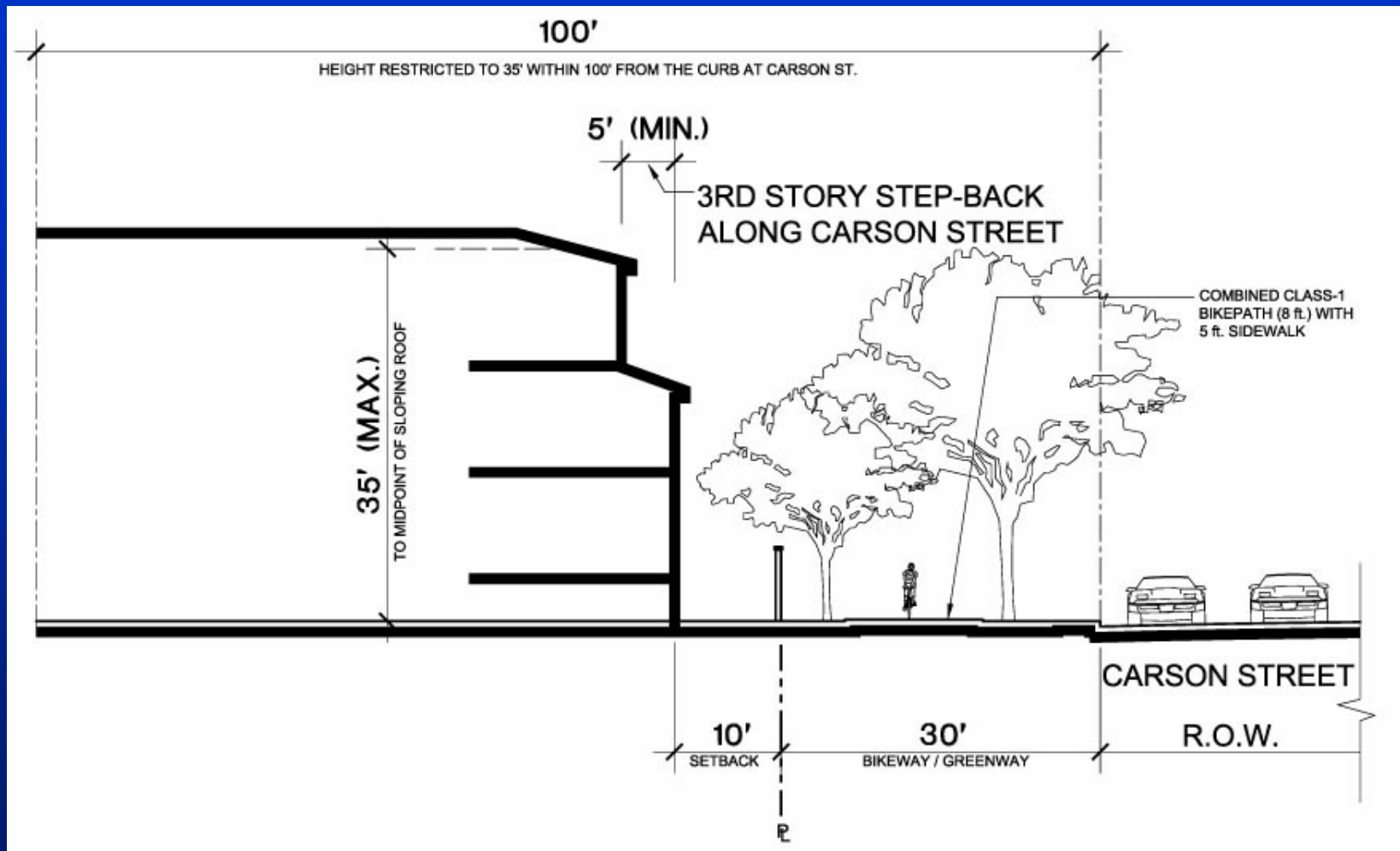
35-foot height limitation
This height zone runs from the curb at Carson Street to a line 100 ft. south of the curb, and from Lakewood Blvd. at the east to 2nd Street along the west. (See special development standards for sub area 3)

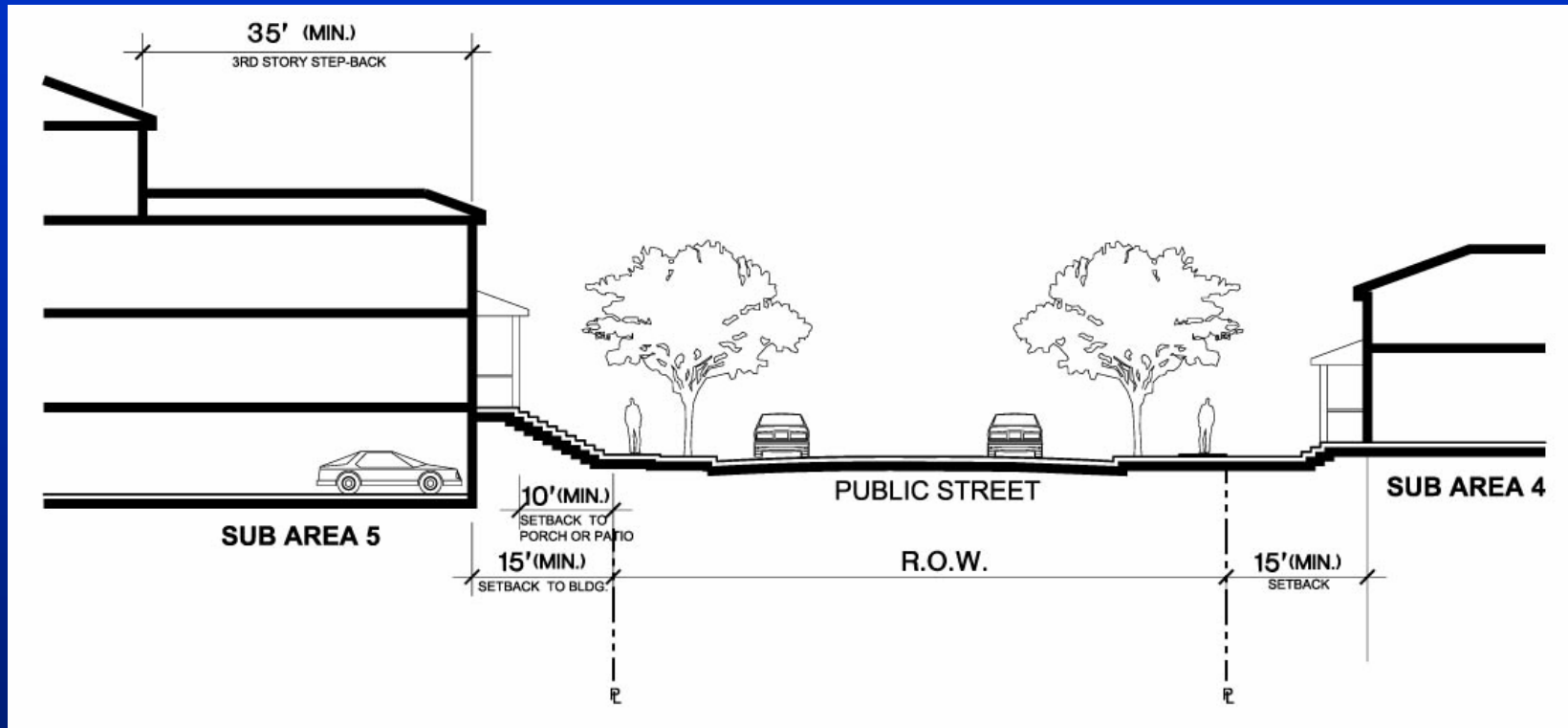






*NOTE: REFER TO STEP-BACK REQUIREMENTS FOR ADDITIONAL INFORMATION



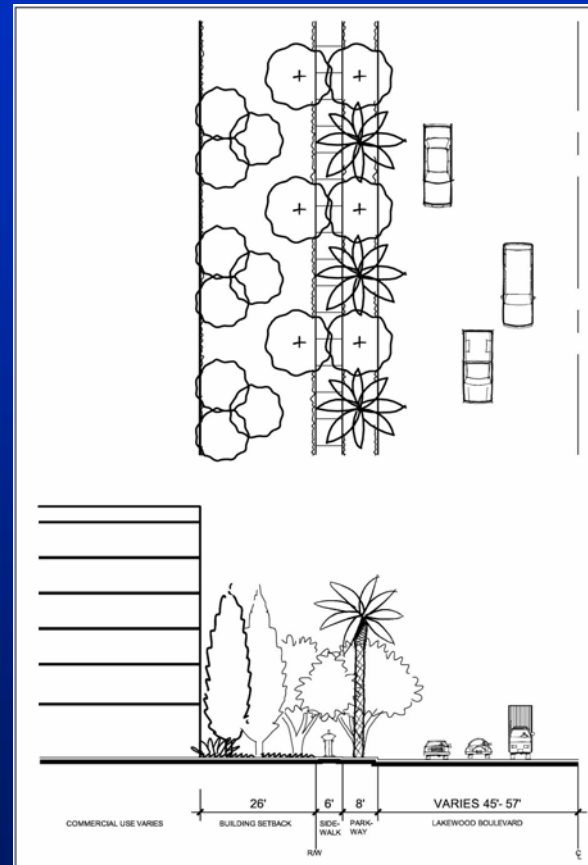


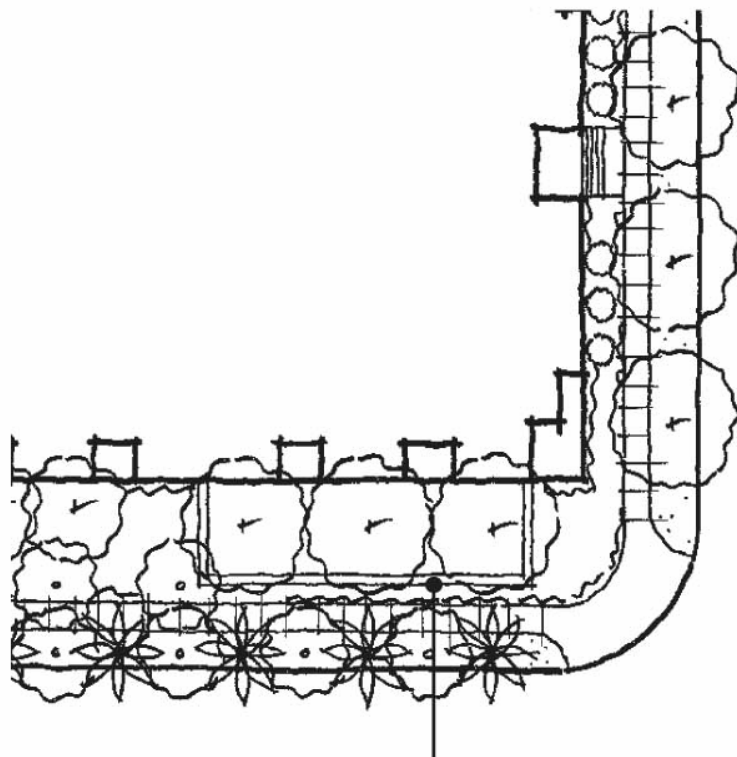
Proposed Design Guidelines

- Provide Consistent Expectations for Development
- Realize the Vision
- Encourage Thoughtful Planning
- Provide Flexibility
- Take the Hard Work Out of Planning

Guidelines for Perimeter Design

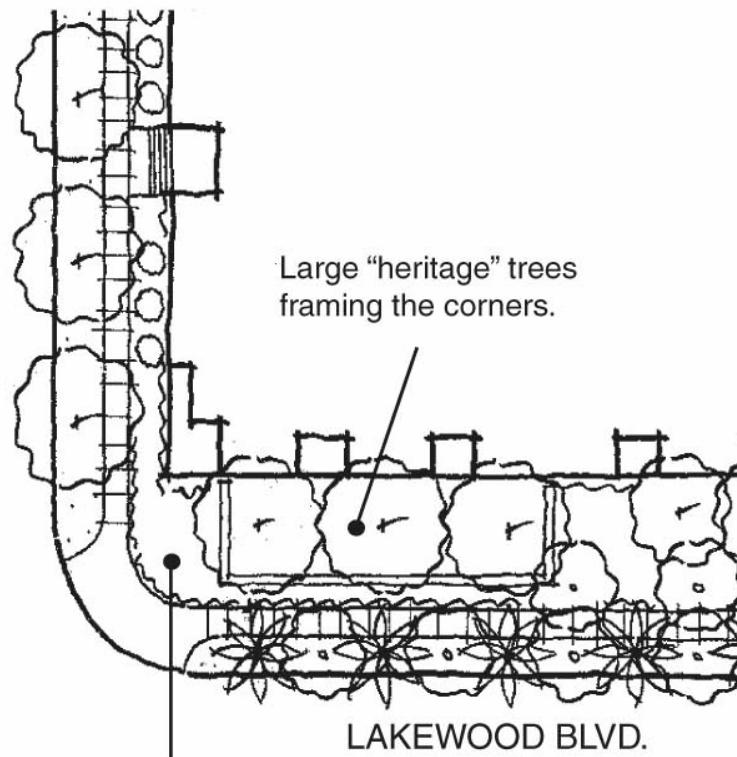
- Landscaping
- Perimeter walls
- Materials
- Project gateways
- Public art
- Community Signage





Low garden walls as extension of the urban residential architecture.

"C" STREET

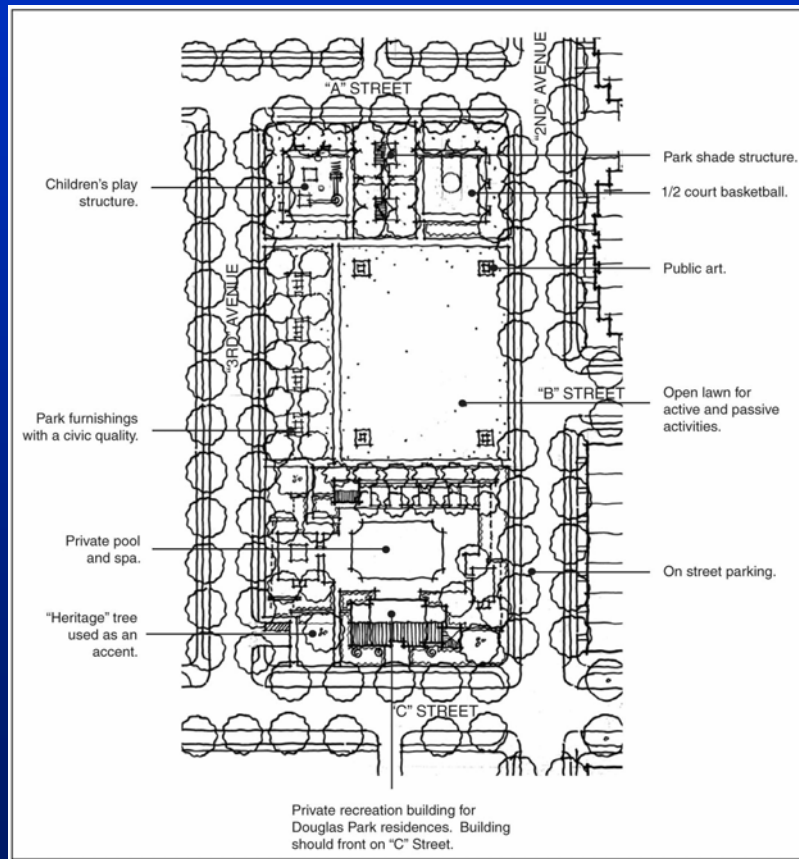


Large "heritage" trees framing the corners.

LAKEWOOD BLVD.

Layer plant material to create texture and interest.

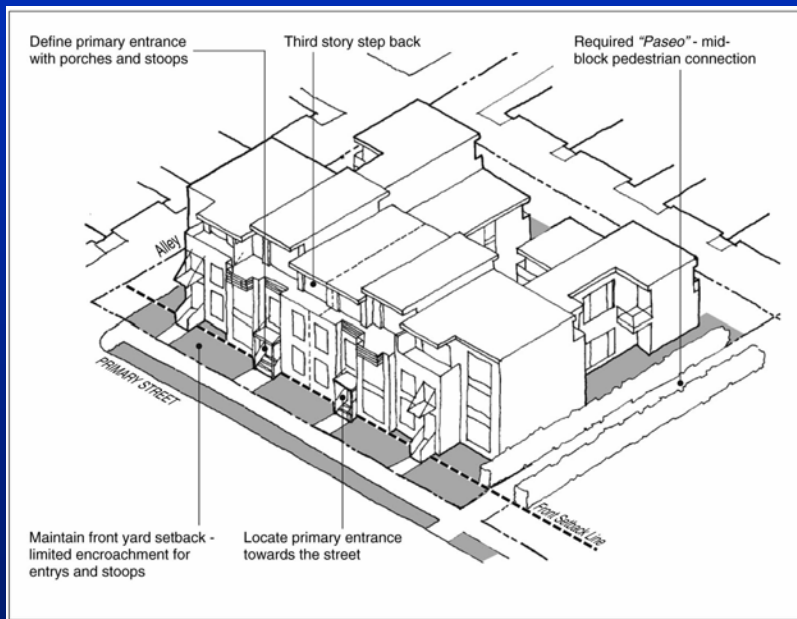
Guidelines for Public Parks



- Suggests location of recreational facilities
- Provides design concept for each park based on size and location
- Encourages on-street parking
- Historic References

Residential Guidelines

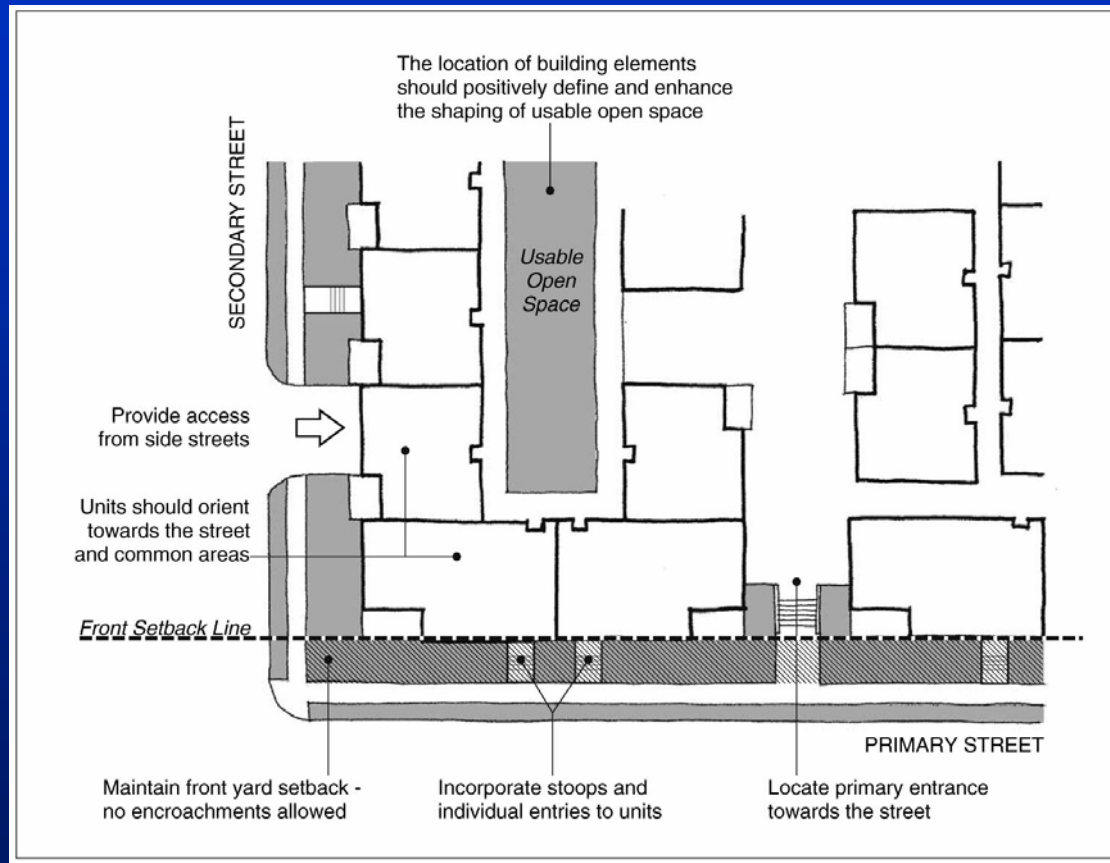
- Quality Building Design
- Consistent Roof Forms
- Quality Open Space
- Orient Units Toward Street
- Variation in Building Design to Provide Interest

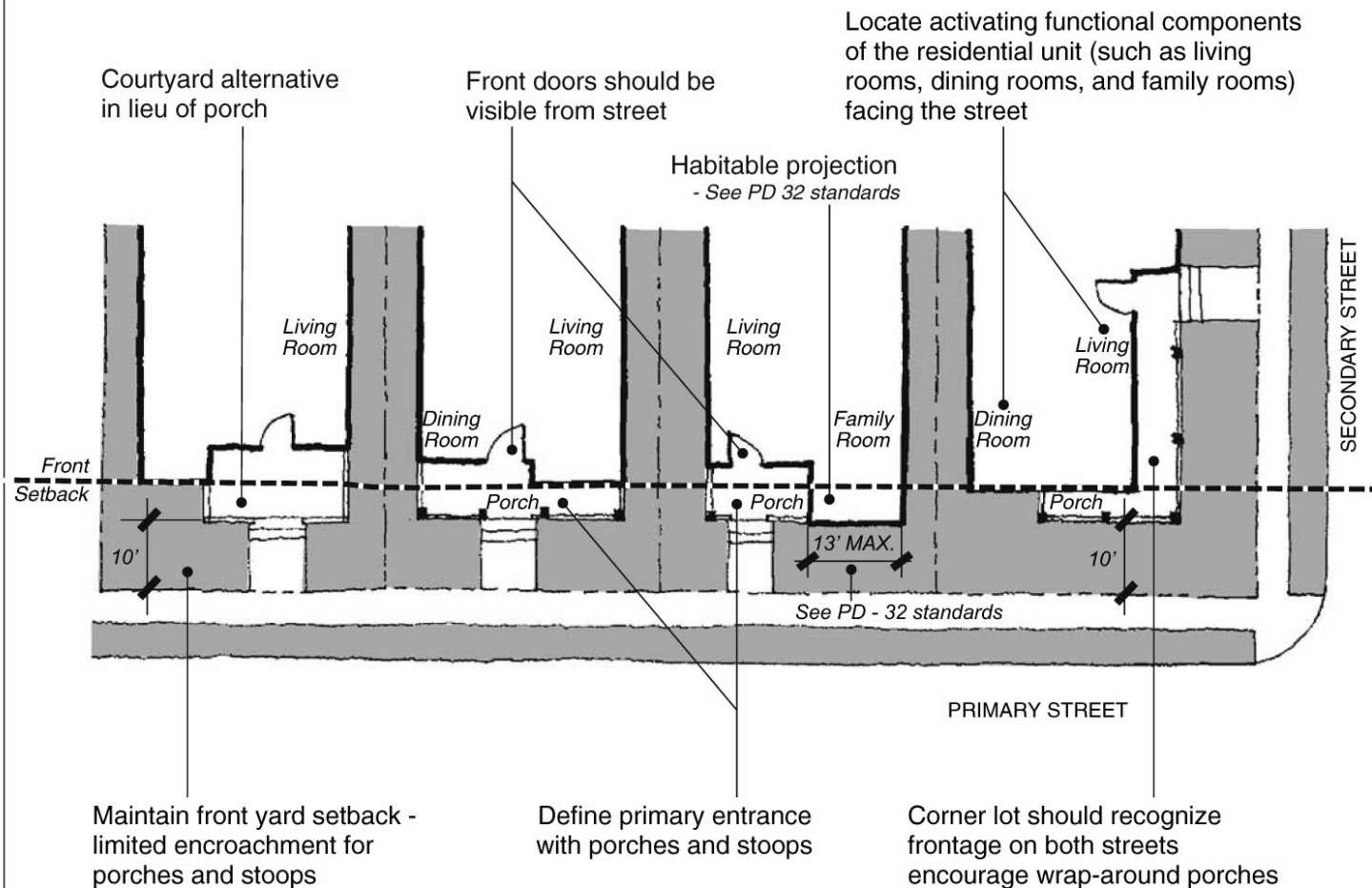


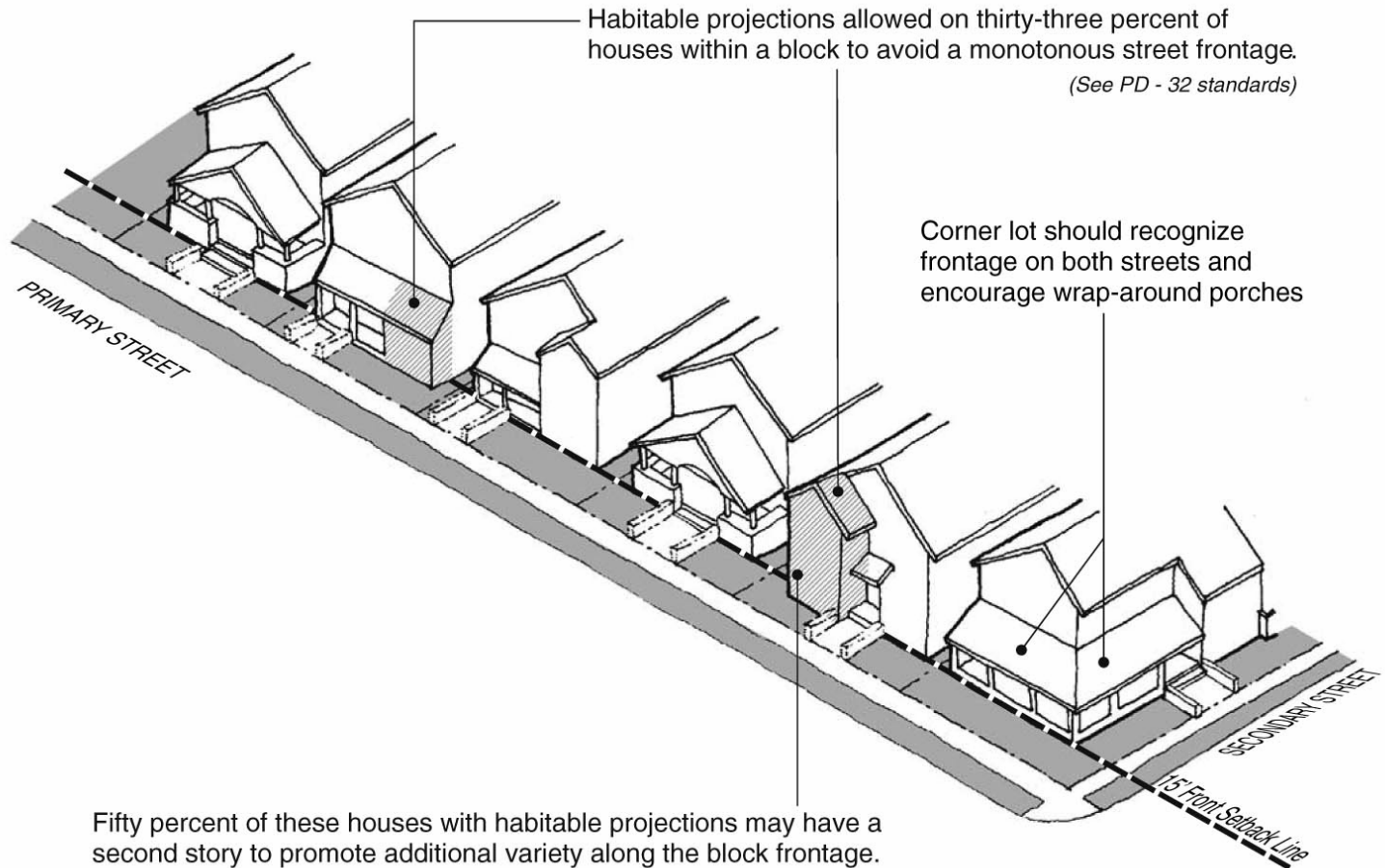
Pictures Reinforce Guidelines



Diagrams Reinforce Guidelines







Habitable projections allowed on thirty-three percent of houses within a block to avoid a monotonous street frontage.
(See PD - 32 standards)

Corner lot should recognize frontage on both streets and encourage wrap-around porches

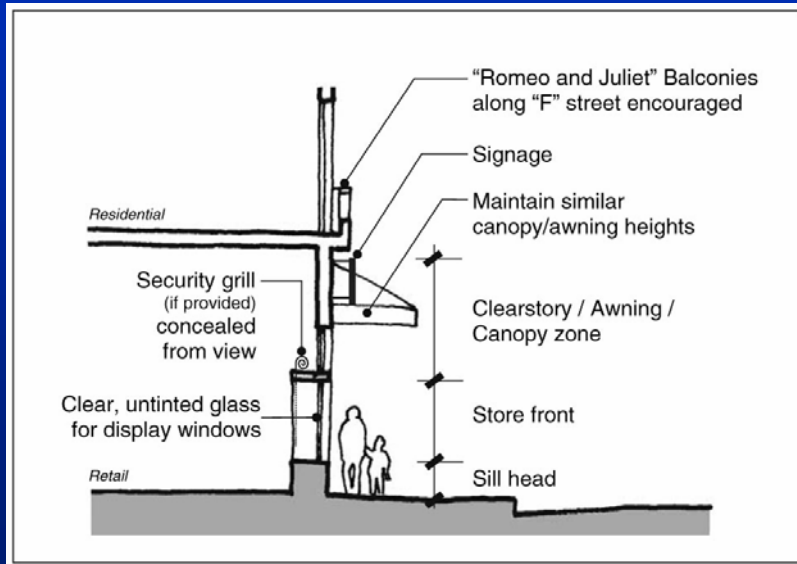
Fifty percent of these houses with habitable projections may have a second story to promote additional variety along the block frontage.
(See PD - 32 standards)



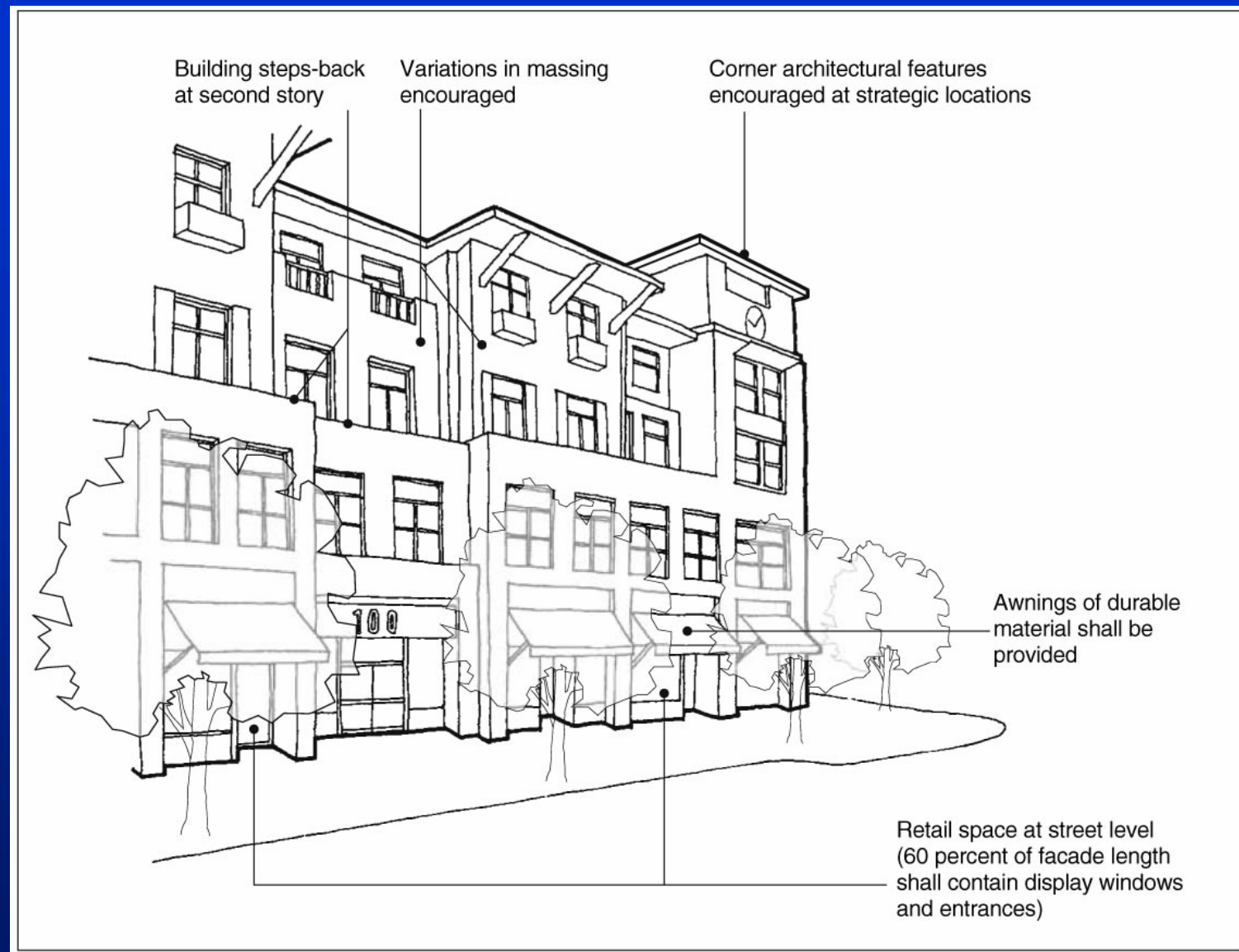




Commercial Guidelines



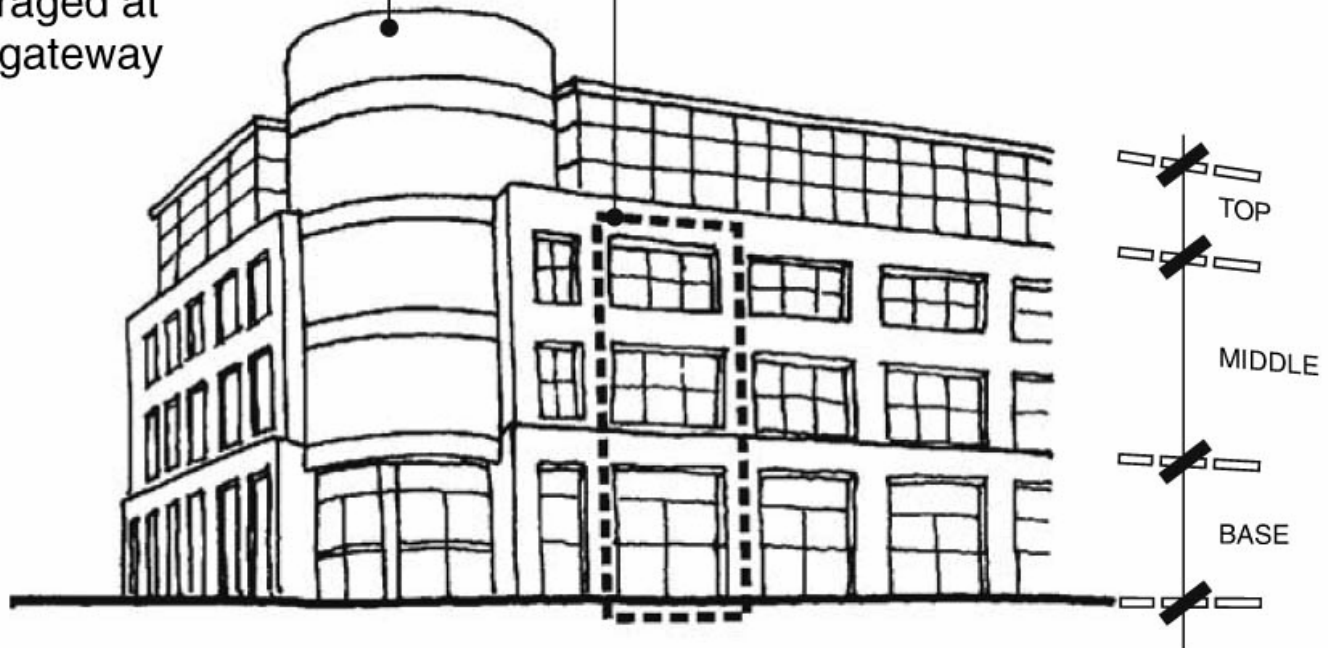
- Concentrate on pedestrian activity
- Screen undesirable elements
- Achieve high quality design through materials, massing & fenestration
- Landscape & lighting





Clearly defined
corner element
encouraged at
street gateway

Fenestration should be aligned
between floors wherever possible



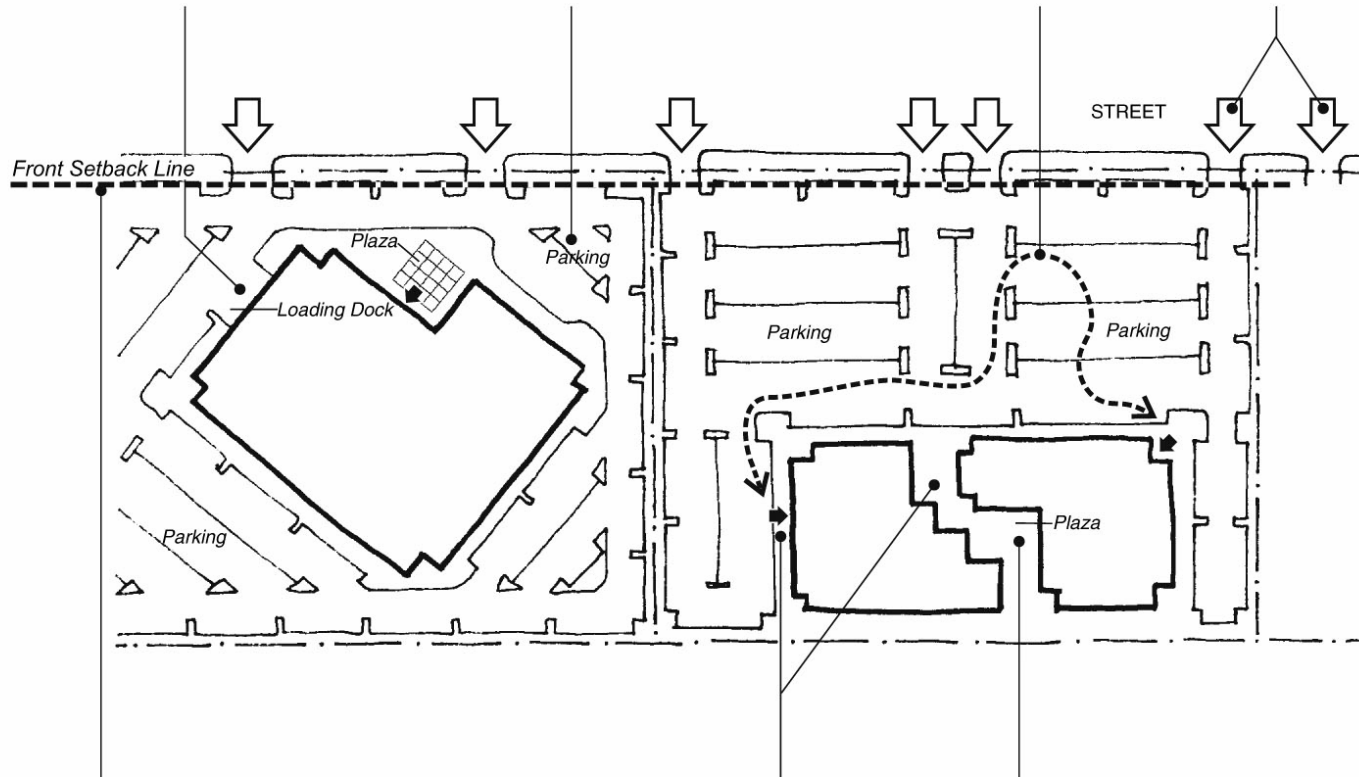
Buildings should be clearly defined base, middle and top

Loading area in front of building and not screened from street frontage

Surface parking lot in front of building and visible from primary street frontage

No clearly defined pedestrian routes from parking to building entrances

Entry drives and access not coordinated between adjacent projects



Buildings not built at the required setback line from the front property boundary

Building entries and plazas poorly located - not visible from the primary street

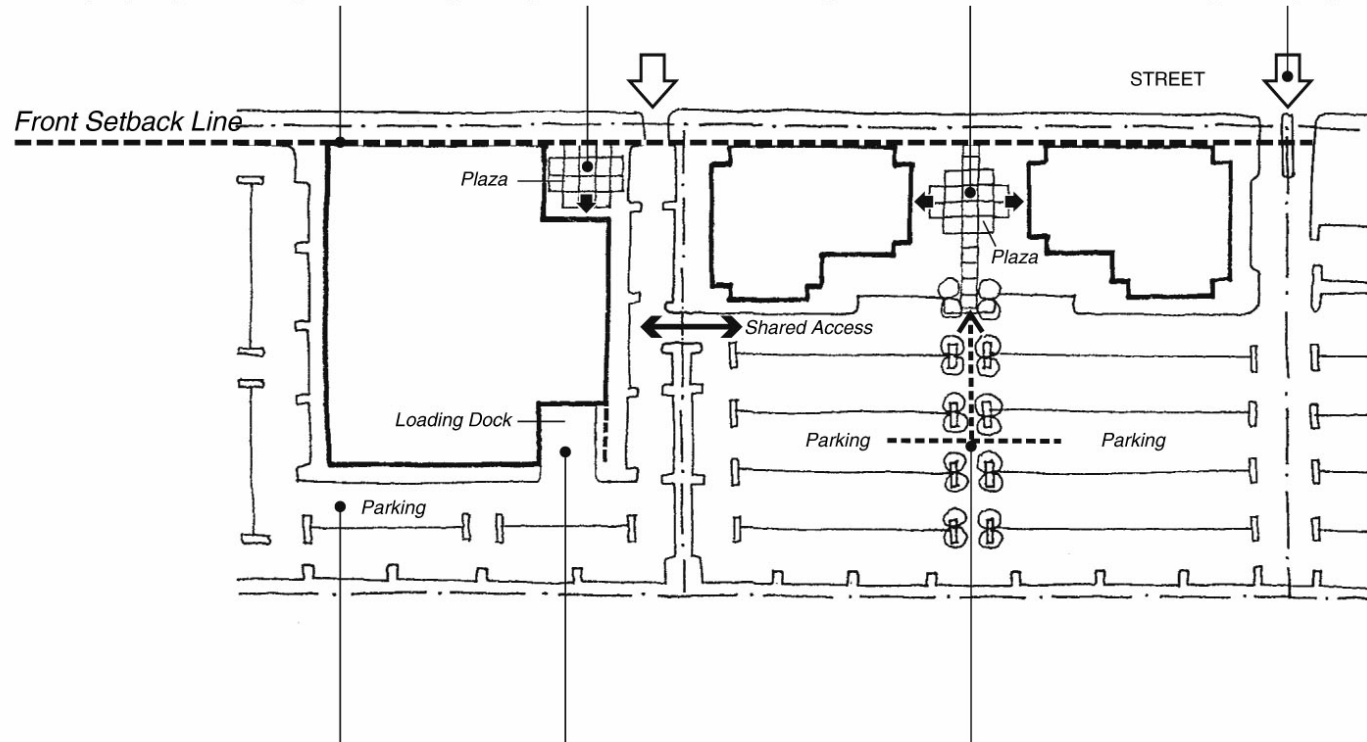
Leftover areas between buildings not appropriate as outdoor spaces

Buildings should be built directly at the required setback line from the front property boundary

Building entries and plazas should be located along the primary streets

The space between buildings should be used as outdoor rooms and should not be thought as leftover areas

Entry drives and access should be coordinated with adjacent projects



Surface parking lots should be located away from primary street frontages and behind

Loading areas should be screened from street frontages - preferably behind buildings

Clearly defined pedestrian routes with appropriate landscaping should be established from parking to building entrances

Crime Prevention Through Environmental Design

- Exterior Lighting
- Site Planning
- Landscaping
- Site Maintenance
- Alleys